

BOSTON REDEVELOPMENT AUTHORITY

Boston, Massachusetts

LAND ASSEMBLY AND REDEVELOPMENT PLAN

For The

WHITNEY REDEVELOPMENT AREA

DECEMBER 1958

A Plan for the Assembly and Redevelopment of Land in the Whitney Redevelopment Area (hereinafter referred to as "Project Area") by the Boston Redevelopment Authority (hereinafter referred to as the "Authority") in accordance with Chapter 121, General Laws of Massachusetts:

A. Boundaries of Project Area.

That certain tract of land, situated in the City of Boston, County of Suffolk, Commonwealth of Massachusetts which is bounded and described as follows:

Beginning at the southeasterly corner of the tract herein described, said corner being the point of intersection of the northerly line of Tremont Street and the westerly line of St. Alphonsus Street;

thence running in a northeasterly direction one thousand forty-five (1,045) feet, more or less, along said westerly line of St. Alphonsus Street to the point of intersection of said line with the southerly line of Longwood Avenue;

thence turning an angle and running in a northwesterly direction one hundred thirty-five (135) feet, more or less, along said southerly line of Longwood Avenue to the point of intersection of said line with the southerly line of Huntington Avenue;

thence turning an angle and running in a southwesterly direction three hundred thirty-two (332) feet, more or less, along said southerly line of Huntington Avenue to land now or formerly of G. and B. Swartz;

thence turning an angle and running in a southeasterly direction thirty (30) feet, more or less, by said land now or formerly of said G. and B. Swartz, to land now or formerly of C. and L. Abbadessa;

thence turning an angle and running in a southwesterly direction two hundred twenty-one (221) feet, more or less, by said land now or formerly of said C. and L. Abbadessa, and by land now or formerly of M. Paulson, and by land now or formerly of C. L. Schworer, and by land now or formerly of W. J. O'Hara, and by land now or formerly of H. A. Mickadopoulos, to land now or formerly of E. P., A. L., J. H. L., E. A. H. and A. L. Sullivan;

thence turning an angle and running in a northwesterly direction eighty (80) feet, more or less, by said land of said E. P., A. L., J. H. L., E. A. H. and A. L. Sullivan, to the easterly line of Worthington Street;

thence turning an angle and running in a southwesterly direction by the easterly line of Worthington Street, one hundred fifty-four (154) feet, more or less, to the southwesterly line of land now or formerly of A. J. Ryan, Jr., J. J. O'Leary, and A. L. Sullivan.

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Boston Planning and Development Agency

thence turning an angle and running in a southwesterly direction eighty (80) feet, more or less, along said land of said A. J. Ryan and A. J. Ryan, Jr., to land now or formerly of Bigelow Realty Inc.;

thence turning an angle and running in a southwesterly direction two hundred eighty-eight (288) feet, more or less, by said land now or formerly of said Bigelow Realty Inc., and by land now or formerly of S. and K. Stephens, and by land now or formerly of H. Cassidy, and by land now or formerly of C. Rokas, and by land now or formerly of A. Nason, and by land now or formerly of D. J. Gould, and by land now or formerly of J. L. Stevenson, and by land now or formerly of C. G. O'Leary, and by other land now or formerly of C. G. O'Leary, to the southwesterly line of land now or formerly of J. W. and M. V. Bates;

thence turning an angle and running in a northwesterly direction eighty (80) feet, more or less, along said land of said J. W. and M. V. Bates, to the easterly line of Worthington Street;

thence turning an angle and running in a southwesterly direction

[https://archive.org/details/DOC0074\\_1959-08-26](https://archive.org/details/DOC0074_1959-08-26)

of Worthington Street to the northerly line of Tremont Street;

thence turning an angle and running in a southeasterly direction three hundred seventy-nine (379) feet, more or less, along said northerly line of Tremont Street to the point of beginning.

B. Statement of Findings.

The Project Area is a sub-standard and decadent area within the definition of Chapter 121, General Laws of Massachusetts, as determined in a survey by the Authority and as evidenced by the following:

1. The Project Area substantially impairs and arrests the sound development of its district and retards the provision of housing accommodations because

a. Eleven (11) residential structures, containing fifty-one (51) dwelling units have been torn down in the City's demolition program of abandoned and uninhabitable buildings. These have not been replaced and it is improbable that they will be replaced under existing conditions which are characterized by additional abandoned structures, a high degree of vacancies, an excessive need for major repairs, a low level of building maintenance, small lots in multiple ownerships, and a low degree of owner occupancy.

b. Two (2) structures containing six dwelling units, stand open to the elements and abandoned, causing a hazardous blighting and infesting influence on surrounding buildings.

c. Forty-nine (49) dwelling units are vacant inhabitable structures, comprising fourteen (14) percent of the total dwelling units in the Project Area, as compared with a city-wide vacancy ratio of two and half (2.5%) percent and a vacancy ratio in the entire Roxbury Crossing district of four and six-tenths (4.6%) percent as estimated in a 1958 Federal Housing Administration survey. This must also be compared with only 5 vacancies in the Project Area in the 1950 Census. In total the Area has had <sup>a</sup> net reduction of one hundred one (101) occupied dwelling units since 1950. Such a high degree of vacancy evidences the extreme decline of the Area, and since this does not encourage building maintenance it invites a continued movement away from the Area.

d. The deterioration of the Area is further evidenced by a total of \$35,650 in City tax and demolition liens.

e. Only seven (7%) percent of the occupied dwelling units are owner-occupied, compared with nine (9%) percent in 1950, and a city-wide average of twenty-four (24%) percent in 1950.

2. Structures in the Project Area are out of repair, physically deteriorated, unfit for human habitation, and in need of major maintenance or repair, as evidenced by the following conditions:

a. Sixty-one (61) out of eighty-seven (87) residential structures, or seventy (70%) percent are in need of major repairs.

b. Thirty-two (32) structures appear to be out of plumb or have foundations, walls and sills which are badly cracked.

c. Fifteen (15) dwelling units reported rodent infestation

3. The Project Area is characterized by overcrowding, faulty arrangement or design, and excessive land coverage, all contributing to the decline of the Project Area as a residential neighborhood and preventing its sound development for such purposes unless redeveloped in accordance with this Plan:

a. Ninety (90%) percent of the residential structures are separated by a distance of eight (8) feet or less on at least one (1) side; fifty (50%) percent of the structures are separated by a distance of eight (8) feet or less on both sides; sixty-one (61%) are separated by five (5) feet or less on at least one (1) side; all evidencing the overcrowding of the land and the resultant lack of light, air, and open space. Twenty (20%) percent of all residential structures cover at least eighty (80%) percent of their lots and sixteen (16%) percent of the structures cover at least ninety (90%) percent of their lots, compared to the present zoning requirement of a maximum seventy (70%) percent coverage.

b. Eighteen (18) lots, of which none is larger than thirty-five hundred (3500) square feet, and which comprise twenty-three (23%) percent of the total, contain two (2) residential structures, one (1) of which does not front on a street. Such rear-lot structures account for fifty-four (54) dwelling units or sixteen (16%) percent of the Project Area.

C. Relationship of Plan to Definite Community Objectives.

Definite community objectives for Boston have been stated in various publications and proposals of the Boston City Planning Board, all directed toward the formulation of a General Plan for the City.

1. The General Plan for Boston, Preliminary Report, 1950, designates the Project Area as being in need of redevelopment for residential use.

2. This Preliminary Plan recommends for the generalized area which includes the Project Area, a high medium residential density with a range of 21.1 to 40.0 dwelling units per acre. The Preliminary Plan points out, however, that each generalized area "may include some sections and zoning districts above or below the range", and that "high medium areas would consist largely of two and three-story apartments, and high density areas of taller apartments". The maximum density proposed for the Project Area is approximately 130 dwelling units per acre, which would tend to encourage a high density development characterized by a few tall buildings with low land coverage.

This same approach was taken in the Planning Board's preliminary report on the rezoning studies for the City (Zoning Policies for Boston, December 1953), which states, "Floor area ratios for all types of building should be so set as to require lower maximum densities at further distances from the City Center, with a few possible exceptions at outer subcenters where high levels of accessibility justify high densities over relatively small areas." The Project Area is such an instance of high accessibility, combined with a demonstrated need to serve the vital research, hospital and educational facilities in this section of the City.

3. The controls and regulations set forth in this Redevelopment Plan conform to the Proposed Zoning Regulations for the City of Boston, May 1958.

4. Improvement of traffic will be achieved through this Redevelopment Plan by the realignment of St. Alphonsus Street with Longwood Avenue; by the widening of St. Alphonsus Street as part of a long-range plan to create a significant and safe approach to the Parker Hill Hospitals; by the closing within the

Project Area of several minor streets; and by the provision of off-street parking to serve the new development.

5. In summary, this Redevelopment Plan is in accord with stated objectives of published elements of a General Plan for Boston, and seeks to implement those objectives, first by the redevelopment of a decadent area for residential purposes; and second, by the establishment of controls and street improvements

CHANGES IN WHITNEY REDEVELOPMENT PLAN VOTED AT MEETING OF 12/14/60

VOTED: That Paragraph D of the Land Assembly and Redevelopment Plan for the Whitney Redevelopment Area as heretofore amended is hereby further amended as follows:

1. By adding at the end of the second sentence of said Paragraph D the words "and for uses and buildings accessory to such residential buildings, provided, without enlarging the definition of 'accessory use', that such use shall not include the use of the premises for the carrying on of any retail or wholesale trade.;" so that said second sentence shall read: "The only uses for which the Project Area land may be thus conveyed are for street purposes and for the construction of residential buildings and for uses and buildings accessory to such residential buildings, provided, without enlarging the definition of 'accessory use', that such use shall not include the use of the premises for the carrying on of any retail or wholesale trade."

2. By striking out the second sentence of Subparagraph 4 of said Paragraph D and by adding at the end of the first sentence of said Subparagraph 4 the following: "Accessory parking facilities not exceeding 15 feet in height, the uppermost level of which is not enclosed by a roof, shall not be deemed to be a building. The maximum height of any building, inclusive of roof parapets but exclusive of appurtenant roof structures, penthouses and chimneys, shall not exceed 215 feet measured from the top of the ground floor slab wherever such slab is located.;" so that as hereby amended said Subparagraph 4 shall read: "4. The maximum ground coverage by any building on any parcel, or by all buildings in the Project Area, shall not exceed 15% of such parcel or the Project Area. Accessory parking facilities not exceeding 15 feet in height, the uppermost level of which is not enclosed by a roof, shall not be deemed to be a building. The maximum height of any building, inclusive of roof parapets but exclusive of appurtenant roof structures, penthouses and chimneys, shall not exceed 215 feet measured from the top of the ground floor slab wherever such slab is located."

3. By striking out the second sentence of Subparagraph 7 of said Paragraph D and by adding the following after the first sentence thereof: "Balconies, bay windows and other projections from the wall of a structure may, with the approval of the Authority, be located closer than the distances set forth in the next preceding sentence. Any structure not exceeding 15 feet in height for appurtenant parking facilities may, with like approval, also be located closer than said distances."

Changes in Whitney Redevelopment Plan voted at Authority meeting of 10/5/60

Paragraph D, sub-paragraph 4, of the Land Assembly and Redevelopment Plan for the Whitney Redevelopment Area is hereby amended by striking out the last sentence thereof and inserting in place thereof the following:

"The maximum height shall not exceed two hundred ten (210) feet, plus appurtenant elevator towers."

5. Within the requirements of paragraph 2 above, a minimum of one hundred (100) square feet per dwelling unit shall be provided in usable and landscaped open space defined as follows:

a. Where such space is provided on the ground, it shall be devoted entirely to active or passive recreation, pedestrian circulation or planting areas, and except for such areas which are devoted to active recreation or walks, shall be planted and maintained in grass or other landscaping materials. Such space shall not include median strips between parking bays, however landscaped, nor shall it include any area devoted to vehicular circulation.

b. All or part of the minimum usable open space requirement specified above in this paragraph may be met by suitably designed and accessible space on the balconies or roofs of any buildings constructed in the Project Area. In such event, the ground space thus offset may be used for additional off-street parking, or for usable open space in conformance with this paragraph.

6. Paved off-street parking areas for use by residents of the Project Area shall be provided in a minimum ratio of seven (7) parking spaces for each ten (10) dwelling units to be constructed. Such parking areas shall be constructed with convenient access to public rights-of-way, and perpendicular thereto. No parking space shall have direct access to or from a public right-of-way.

Changes in Whitney Redevelopment Plan voted at Authority meeting of 10/5/60

Paragraph D, sub-paragraph 7, of the Land Assembly and Redevelopment Plan for the Whitney Redevelopment Area, is hereby amended by striking out said sub-paragraph 7 and inserting in place thereof the following:

"7. No structure in the Project Area shall be located closer than forty (40) feet from any property line other than a property line abutting on a street, or sixty (60) feet from the center line of any street, or fifty (50) feet from any other structure whether in or outside of the Project Area. Any structure not exceeding twelve (12) feet in height for garaging of motor vehicles incidental to the principal uses of the Project Areas, may, with the approval of the Authority, be located closer than the distances set forth in the foregoing sentence."

7. No structure in the Project Area shall be located closer than sixty (60) feet from the center line of any street, or forty (40) feet from any property line, or fifty (50) feet from any other structure whether in or outside of the Project Area.

8. The Authority shall obligate redevelopers and their successors and assigns to the following:

a. To devote the land to the uses specified in the Redevelopment Plan for said land.

b. To begin the building of improvements within a reasonable time, subject to provisions under which the Authority may retake title to and possession of property sold in the event of a default by a purchaser.

c. To give preference in the selection of tenants for dwelling units built in the Project Area to families displaced therefrom because of clearance and redevelopment activities, who desire to live in such dwelling units and who will be able to pay

rents or prices equal to rents or prices charged other families for similar or comparable dwelling units built as a part of the same redevelopment.

d. To comply with such other conditions as are necessary to carry out the purposes of the Massachusetts Housing Authority Law, or any requirements of the Massachusetts State Housing Board and of any federal legislation under which loans, grants or contributions have been made or agreed to be made to meet a part of the cost of the Project.

e. To comply with such terms and conditions relating to the use and maintenance of such real property as in the opinion of the Authority are necessary to carry out the provisions of the Redevelopment Plan.

f. To comply with such terms and conditions specified by the Authority which will prevent holding of land for speculative purposes.

g. To submit to the Boston Redevelopment Authority for its approval of architectural, building and landscaping plans and specifications as well as any other information as the Authority may request in order to insure the conformance of such plans with the provisions of the Redevelopment Plan.

h. No building or structure shall be erected, reconstructed, enlarged or moved for any use other than that which is permitted herein, nor shall any building or structure be erected, reconstructed, enlarged, altered, or moved in such a manner as to violate any of the regulations and controls specified herein. Any change in character of occupancy or use of any structure or land within the duration of this Redevelopment Plan shall require prior approval by the Boston Redevelopment Authority.

i. The construction of buildings shall conform to the regulations set forth in the Building Code of the City of Boston as in effect from time to time.

j. The Authority will not itself effect or execute, and will adopt effective measures to assure that there is not effected or executed by any purchaser or lessee from it (or any successors in interest of any such purchaser or lessee), any covenant, agreement, lease, conveyance or other instrument whereby land in the Project Area which is disposed of by the Authority is

restricted, either by the Authority or by any such purchaser, lessee, or successor in interest, upon the basis of race, creed or color, in the sale, lease or occupancy thereof.

9. This Redevelopment Plan and all modifications thereto shall remain in force and effect for a period of forty (40) years, beginning on the date of its approval by the City Council. It may be modified at any time from time to time by the Authority with the approval of the Boston City Planning Board, provided, however, that any basic or fundamental modifications in said Plan must be approved by the Boston City Council and, provided further, that if a basic or fundamental modification of said Plan is sought subsequent to the disposition of any land in the project area, then the consent of the purchaser or purchasers, lessee or lessees, of said land must be obtained if such basic or fundamental modification materially affects the parcel or parcels conveyed or leased.

E. Project Execution

The Boston Redevelopment Authority will be responsible for the execution of this Redevelopment Plan and shall undertake all steps and obtain all approvals necessary thereto, including but not limited to the following:

1. Acquisition and clearance of all land and improvements in the Project Area.
2. Disposition of all land in the Project Area in accordance with the controls and regulations of this Redevelopment Plan.
3. Execution of a cooperation agreement with the City of Boston for the following:
  - a. conveyance of land by the Authority to the City for street improvements, and the undertaking of such improvements by the City.
  - b. financial assistance by the City for the undertaking of the Project.
4. Approval of the Project by the Boston City Planning Board and the Massachusetts State Housing Board in accordance with Chapter 121, General Laws.
5. Approval by the Board of Zoning Adjustment of the changes in Zoning necessary to implement the Redevelopment Plan.
6. Approval by the Public Improvement Commission of streets to be abandoned.

F. Method of Relocation.

The method for the relocation of persons living in the Project Area and availability of and the means by which there will be provided dwelling units for such persons substantially equal in

number to the number of dwelling units to be cleared from the Project Areas is as follows:

1. A relocation office will be provided in the Project Area with adequate staff:
  - a. to survey all site occupants in order to determine family composition, income and housing requirements, and
  - b. to survey and inspect available vacancies in privately owned dwelling units, and
  - c. to assist all displaced persons to relocate.
2. There are 291 occupied dwelling units to be cleared in the Project Area. The following indicates the availability of housing to relocate these families.
  - a. Available public housing:

In operation by the Authority:

PHA Low Rent.....	10,156
State-subsidized.....	<u>1,661</u>
	13,837

\*Included in the above figure are 468 one-bedroom units which are available for aged persons provided that qualified veterans are not waiting.

The vacancy turnover for 1957 averaged 16.3% or approximately 2250 apartments. Under Chapter 121, General Laws of Massachusetts, Section 26FF, priority in public housing is mandatory to families displaced by slum clearance and redevelopment projects.

For persons or families eligible for public housing, The Boston Redevelopment Authority shall request the Boston Housing Authority to make dwelling units available in projects owned or operated by it. Such persons or families will be given preference for tenancy into all public housing.

- b. Available vacancies in privately owned dwelling units: For all families of more than one person who are not eligible for public housing, the Authority shall find and make available decent, safe and sanitary privately owned dwelling units at rentals that such families can afford to pay; and
  - For all single persons ineligible for public housing,

the Authority shall make available addresses of privately owned rooms or dwelling units for their relocation. There is at the present time a sufficient number of available dwelling units in the City of Boston to make it possible to carry out this Relocation Plan.

The Boston Sunday Globe, February 15, 1959, listed 364 available apartment vacancies exclusive of rental agency listings.

The most recent comprehensive survey of vacant dwelling units was undertaken in March 1958 by the United States Post Office Department, under the direction of the Federal Housing Administration. It revealed 5808 vacant dwelling units of a total of 231,861 in the City of Boston, a ratio of 2.5%. This is the same vacancy ratio found by the Bureau of the Census in the 1956 Housing Inventory for the Boston Standard Metropolitan Area. In addition, Section 26LL (c) of General Laws, Chapter 121 under "Obligations to be Imposed on Purchasers and Lessees", states:

"If a housing authority (or redevelopment authority) shall sell or lease any property acquired by it for a land assembly and redevelopment project, the terms of such sales or leases shall obligate the purchasers or lessees, . . . . to give preference in the selection of tenants for dwelling units built in the project area to families displaced therefrom because of clearance and redevelopment activity, who desire to live in such dwelling units and who will be able to pay rents or prices equal to rents or prices charged other families for similar or comparable dwelling units built as a part of the same redevelopment

G. List of Maps

The following illustrative maps and drawings are submitted with and in support of this Redevelopment Plan:

<u>TITLE</u>	<u>NUMBER</u>
Project Area Plan	1
Existing Zoning	2
Existing Land Use	3
Existing Topography	4
Right-of-Way Adjustments Plan	5
Street Improvements Plan	6
Public Utility Adjustments Plan - Storm Sewers	7
Public Utility Adjustments Plan - Sanitary Sewers	8
Public Utility Adjustments Plan - Water Service	9
Private Utility Adjustments Plan - Telephone	10
Private Utility Adjustments Plan - Electric	11
Private Utility Adjustments Plan - Gas	12
Fire and Police Communications Plan	13
Property Map	14

BOSTON REDEVELOPMENT AUTHORITY  
Whitney Redevelopment Project

FINANCIAL PLAN

and

Summary of Project Costs

I. Financial Plan

A. Source of Funds.

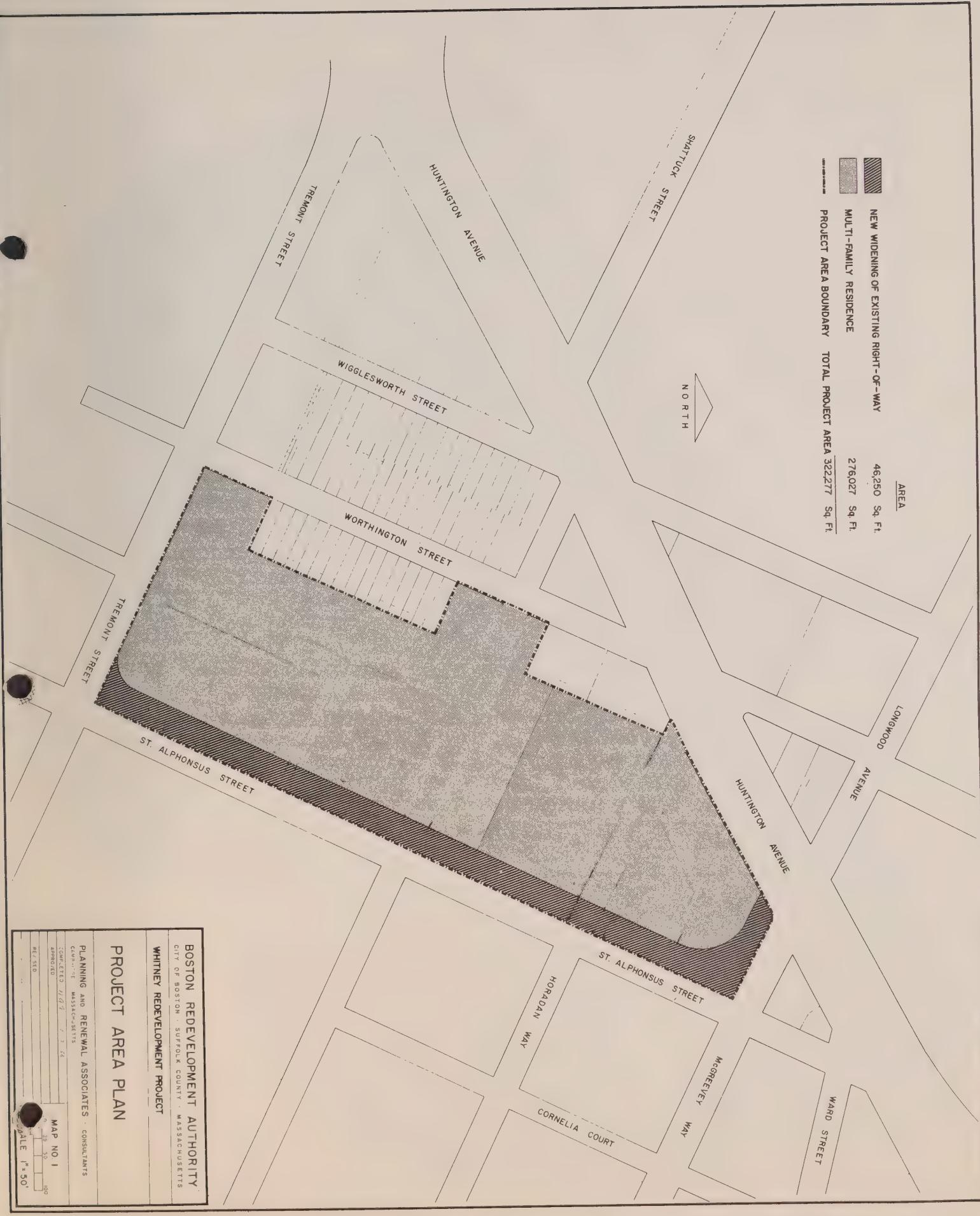
The Authority proposes to obtain funds to carry out this project from the City of Boston, pursuant to Section 26 CC, Chapter 121 of the General Laws.

A Cooperation Agreement between the City of Boston and the Boston Redevelopment Authority will be required to authorize the transfer of funds to the Authority. The Cooperation Agreement will stipulate the terms and conditions governing the transfer of funds to the Authority, as well as make provisions for transfer to the City of Boston all proceeds from the sale or lease of project land

II. Summary of Project Costs

The estimated net project cost of the Whitney Redevelopment Project is as follows:

Planning expenses.....	\$ 12,000
Administration.....	40,000
Travel.....	1,000
Publications.....	900
Office Furniture and equipment.....	500
Legal expenses.....	10,000
Acquisition expenses.....	500
Temporary Operation of Acquired Property.....	12,825
Relocation Costs.....	13,200
Relocation Payments.....	15,000
Site Clearance.....	105,600
Site Improvements.....	74,000
Disposition Expenses.....	5,000
Contingencies at 10% of above.....	37,000
Real Estate Purchases.....	1,091,000
NET PROJECT COSTS	\$ 1,498,525



PROJECT AREA BOUNDARY



## EXISTING ZONING

PLANNING AND RENEWAL ASSOCIATES	CONSULTANTS
MAP NO. 2	1/8" = 100' FEET
REF. NO. 1	MAP NO. 2
DATE 1-50'	MAP NO. 2



### EXISTING LAND USE

**BOSTON REDEVELOPMENT AUTHORITY**  
CITY OF BOSTON    SUFFOLK COUNTY    MASSACHUSETTS  
**WHITNEY REDEVELOPMENT PROJECT**

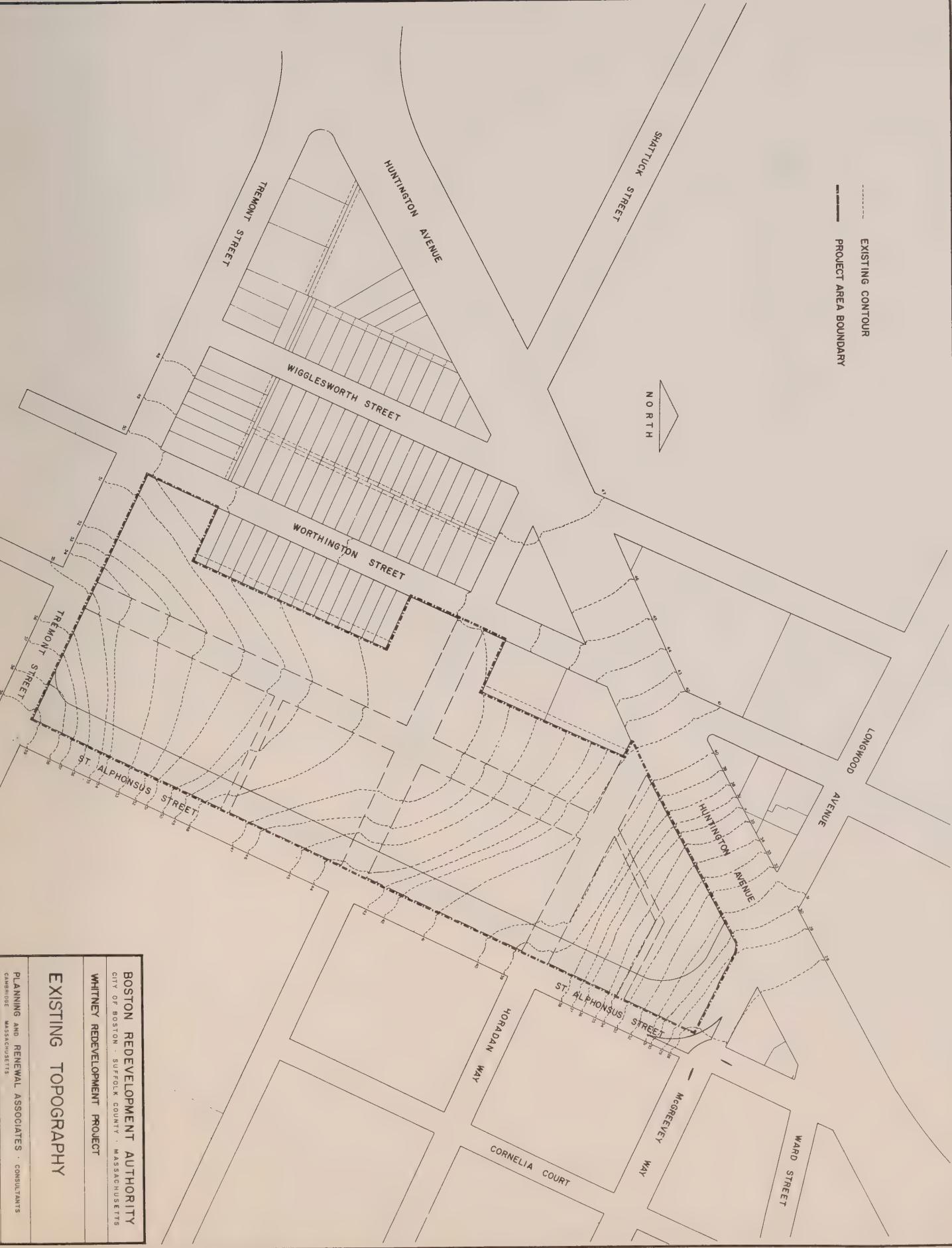
PLANNING AND RENEWAL ASSOCIATES  
CONSULTANTS  
COMMONWEALTH OF MASSACHUSETTS  
COMPLETED 1955  
APPROVED  
REVISIO  
MAP NO. 3  
SCALE 1" = 50'

EXISTING CONTOUR  
PROJECT AREA BOUNDARY

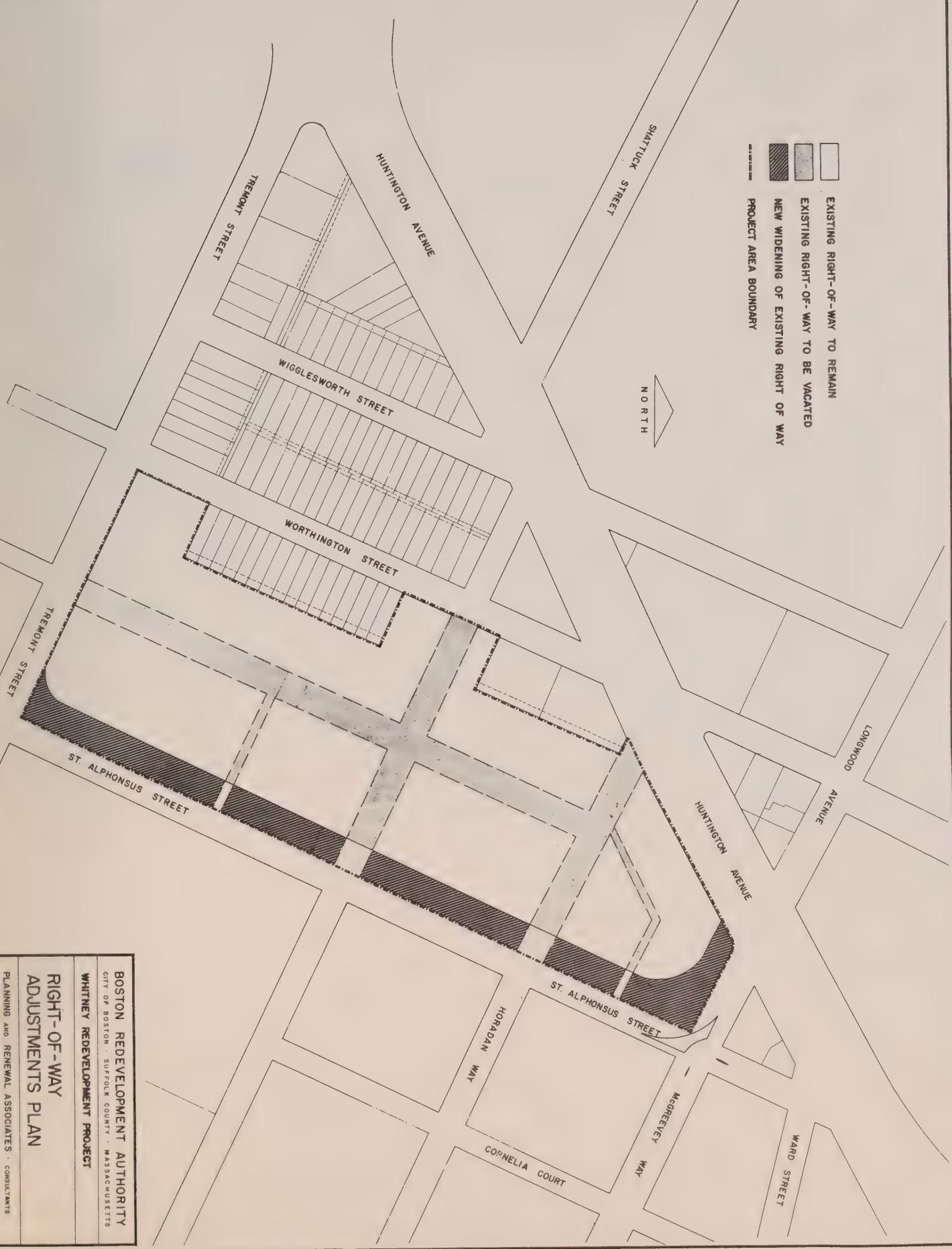
BOSTON REDEVELOPMENT AUTHORITY  
CITY OF BOSTON, SUFFOLK COUNTY, MASSACHUSETTS  
WHITNEY REDEVELOPMENT PROJECT

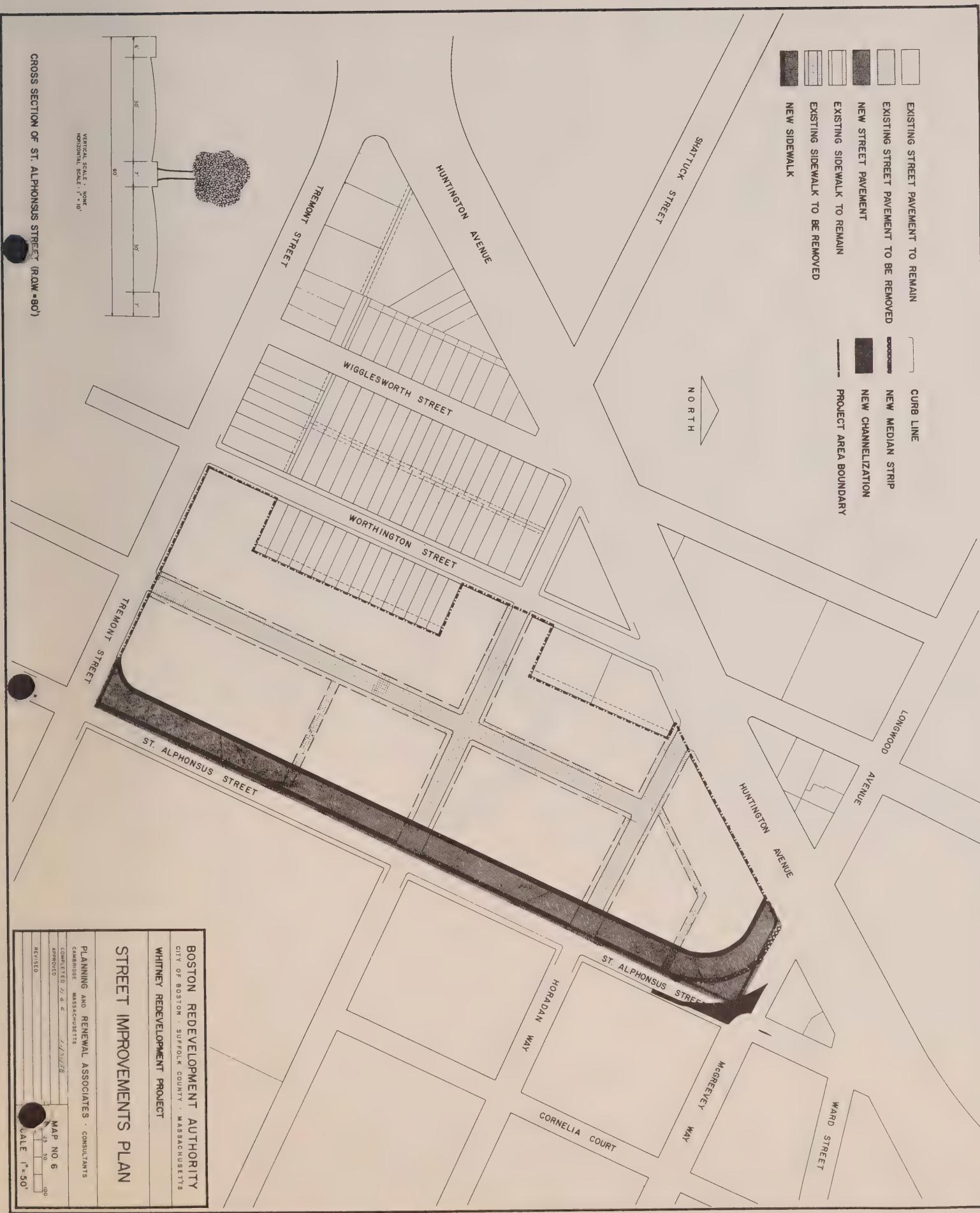
## EXISTING TOPOGRAPHY

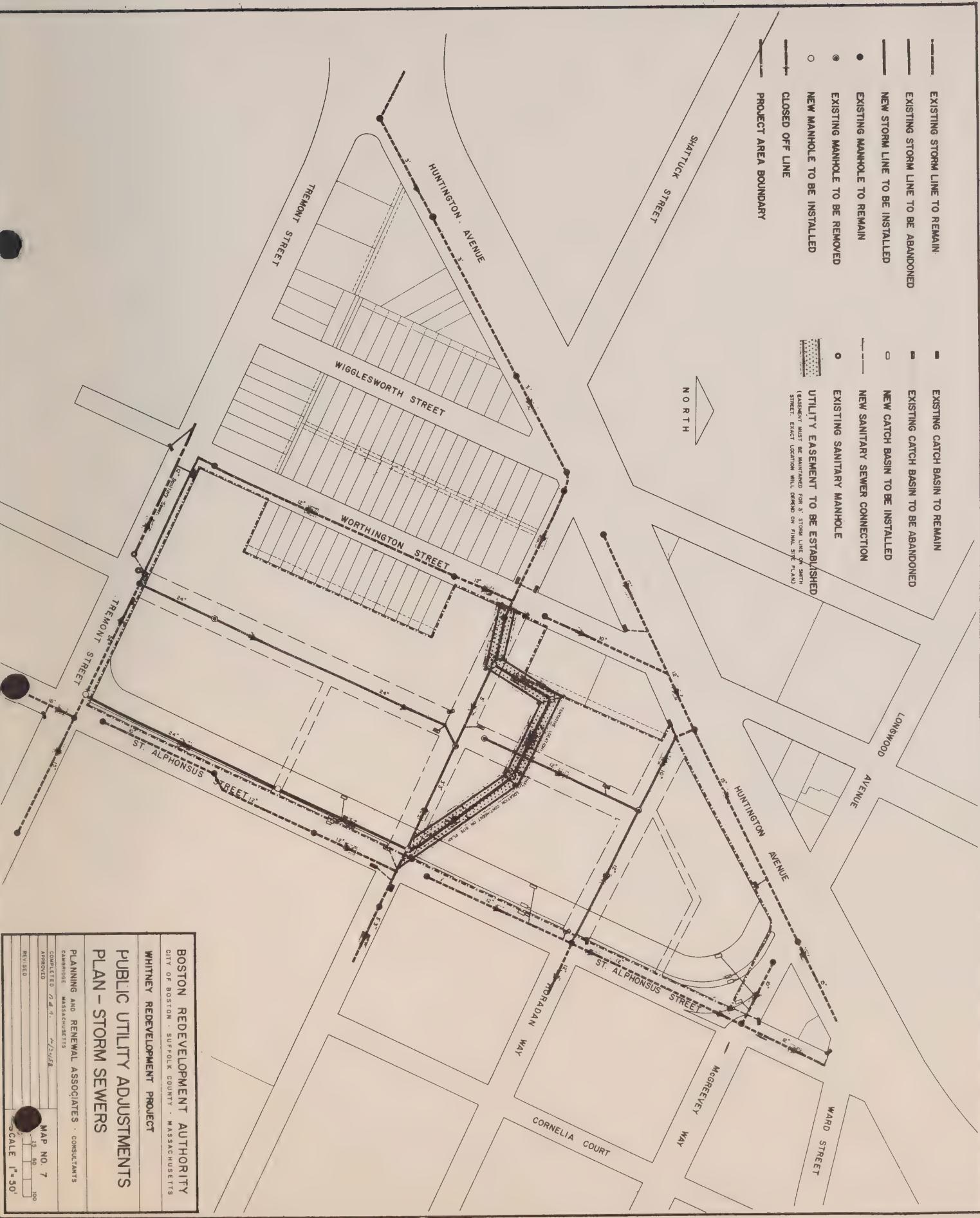
PLANNING AND RENEWAL ASSOCIATES - CONSULTANTS  
CAMBRIDGE MASSACHUSETTS  
COMPLETED NOV. 1969  
APPROVED MAY 1970  
REVISED  
MAP NO. 4  
SCALE 1" = 50'



 EXISTING RIGHT-OF-WAY TO REMAIN  
 EXISTING RIGHT-OF-WAY TO BE VACATED  
 NEW WIDENING OF EXISTING RIGHT OF WAY  
 PROJECT AREA BOUNDARY











— EXISTING UNDERGROUND CABLE TO REMAIN  
 - - - EXISTING UNDERGROUND CABLE TO BE REMOVED  
 - - - EXISTING AERIAL CABLE TO REMAIN  
 - - - EXISTING AERIAL CABLE TO BE REMOVED  
 ○ EXISTING POLE TO REMAIN  
 • EXISTING POLE TO BE REMOVED  
 □ EXISTING MANHOLE TO REMAIN  
 ■ EXISTING MANHOLE TO BE REMOVED  
 - - - PROJECT AREA BOUNDARY



**PLAN - TELEPHONE**  
**PRIVATE UTILITY ADJUSTMENTS**

PLANNING AND RENEWAL ASSOCIATES - CONSULTANTS	BOSTON REDEVELOPMENT AUTHORITY
CAMBRIDGE MASSACHUSETTS	CITY OF BOSTON - SUFFOLK COUNTY - MASSACHUSETTS
COMPLETED 7/2/66	APPROVED 7/2/66
REVISED	
SCALE	1" = 50'
MAP NO. 10	0 25 50 100



- - - EXISTING GAS LINE TO REMAIN  
 - - - EXISTING GAS LINE TO BE ABDONED  
 - - - PROJECT AREA BOUNDARY

BOSTON REDEVELOPMENT AUTHORITY  
 CITY OF BOSTON, SUFFOLK COUNTY, MASSACHUSETTS  
 WHITNEY REDEVELOPMENT PROJECT  
 PRIVATE UTILITY ADJUSTMENTS  
 PLAN - GAS

PLANNING AND RENEWAL ASSOCIATES - CONSULTANTS  
 CAMBRIDGE, MASSACHUSETTS

COMPLETED 1/4/66 (1/2 x 1/2)  
 APPROVED  
 REVISED  
 SCALE 1" = 50'



